

**REMARKS:**

**REMARKS REGARDING CLAIMS AMENDMENTS:**

The designation of claims 2-10 and 13-15 as being allowable is acknowledged with appreciation. Claims 1, 11 and 12 have been amended into what is presently urged as allowable format.

**THE CLAIM AMENDMENTS:**

Each of claims 1, 11 and 12 have been amended to recite "a pressured tank supplied with compressed air from a compressor [and] a compressed air line that connects an outlet from the pressured tank to an inlet of a first active component". Antecedent basis for this amendment is found at least in claim 4 above.

Regarding the two references (*Harden, III et al.* '873 and *Suenaga et al.* - JP 56-38516) upon which these claims have been previously rejected, neither teaches, suggests or discloses the imposition of a pressured tank between the compressor and first active component. These references are directed toward increasing the amount of intake air supplied to combustion engines using the known practice of "supercharging," a practice that would be rendered inoperable if such a pressured tank, as recited by Applicant, was imposed into those systems. Therefore, it is respectfully asserted that claims 1, 11 and 12 are allowable.

Serial No.: 10/707,334  
Confirmation No.: 1333  
Applicant: BYSTEDT, Sören *et al.*  
Atty. Ref.: 00173.0047.PCUS00

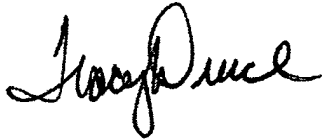
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The undersigned representative requests any extension of time that may be deemed necessary to further the prosecution of this application.

The undersigned representative authorizes the Commissioner to charge any additional fees under 37 C.F.R. 1.16 or 1.17 that may be required, or credit any overpayment, to Deposit Account No. 14-1437, Order No. 00173.0047.PCUS00.

In order to facilitate the resolution of any issues or questions presented by this paper, the Examiner is requested to directly contact the undersigned by phone to further the discussion.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Tracy Druce', with a stylized, cursive script.

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